आवश्यक कार्रवाई के लिए भेज दिया गया है। इस बाबत, कार्यान्वयन की प्रगति का विधि मंत्रियों के सम्मेलन में प्रत्येक वर्ष पुनर्विलोकन किया जाता है। ऐसा अंतिम पुनर्विलोकन नवंबर, 1995 के दौरान हैदराबाद में किया गया था। इसके अतिरिक्त, न्यायपालिका के लिए अवसंरचनात्मक सुविधाएं उपलब्ध कराने के लिए केन्द्र द्वारा आयोजित एक स्कीम आरंभ की गई है। यह मूल अवसंरचनात्मक सुविधाएं उपलब्ध कराने में राज्यों/संघ राज्य क्षेत्रों के संसाधनों को अनुपूरित करने के लिए बहुप्रचलित प्रक्रिया होगी।

Cases disposed of by the Lok Adalats

357. DR. (SHRIMATI) BHARATI RAY: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the decisions of the judges of the Lok Adalats have been made legally enforceable;

(b) the number of cases disposed of by the Lok Adalats in the last year in States where they have been set up; and

(c) the details of the nature of cases disposed of in each State?

THE MINISTER OF STATE OF THE MINISTRY OF LAW AND JUSTICE (SHRI RAMAKANT D. KHALAP): (a) Under section 21 of the Legal Services Authorities Act, 1987. every award of the Lok Adalat is deemed to be a decree of a civil court or, as the case may be, an order of any other court. Every award made by a Lok Adalat is final and binding on all the parties to the dispute and no appeal lies to any court against the award.

(b) Information furnished by 25 State Legal Aid & Advice Boards where the Lok Adalats were organised reveals that 5,92,155 cases were disposed of by the Lok Adalats in the last year.

(c) Civil suits, revenue matters, cases compoundable with permission of the court, land acquisition cases, matrimonial disputes, bank loan cases and motor accident claim cases are generally referred to the Lok Adalats for their resolution.

Ranking of I.A. on list of highrisk Airlines by IATA

358. SHRI GHUFRAN AZAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the International Air Transport Association (IATA) has ranked Indian Airlines at number sixtli on the list of highrisk Airlines in terms of saftey;

(b) if so, whether due to IATA's decision the goodwill and image of the Indian Airlines have been affected; and

(c) if so. the reaction of Government thereto?

THE MINISTER OF CIVIL AVIATION (SHRI CM. IBRAHIM): (a) International Air Transport Association (IATA) has denied having incorporated in its safety report safetv statistics relate to safety performance of any specific airlines including Indian Airlines.

(b) and (c) Do not arise.

Factors responsible for higher fiscal deficit

359. DR. B.B. DUTTA: Will the Minister of FINANCE be pleased to state:

(a) the factors which are responsible for higher fiscal deficit;

(b) how far they have behaved'during the first six months of 1996-97;

(c) whether the present trends so far as controlling fiscal deficit are positive; and

(d) if so, how?

THE MINISTER OF FINANCE AND THE MINISTER OF COMPANY AFFAIRS (SHRI P. CHIDAMBARAM): (a) Government has to borrow whenever there is a gap between total expenditure on the one hand and tax, non-tax revenue and non-debt receipts on the other; and the borrowing to meet this gap during the year constitutes the fiscal deficit.

(b) As per the provisional accounts, the fiscal deficit in the first six months upto September, 1996 was Rs. 30905 crore which works out to 49.6% of the Budget Estimate figures of Rs. 62266 crore for the year 1996-97.

(c) and (d) The position of fiscal deficit during the course of the year may vary due to temporary mismatches and cannot be a definite indicator of the year and outcome. Government would endeavour to contain fiscal deficit by maximizing revenue and controlling expenditure.

Evasion of Excise Duty by manufacturers of Polyster Staple Fibres

360. SHRI SANJAY DALMIA: Will the Minister of FINANCE be pleased to state:

(a) whether the anti-evasion Directorate of the Central Board of Excise and Customs (CBEC) has initiated investigations to recover over Rs. 1000 crores of Central Excise Duty allegedly evaded by manufacturers of Polyster Staple Fibre (PSF) and its users;

(b) the outcome of the investigations made; and

(c) the meausres taken to prevent such evasion of central excise duty by these polyster staple fibre manufacturers and its users?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) to (c) The Directorate General of Anti-evasion of the Central Board of Excise and Customs initiated investigations in December, 1994 on receipt of information against some manufacturers of polyster staple fibres and spinners of yarn.

Show cause notices have been issued alleging evasion of duty to the tune of Rs.10.65 crores against three manufacturers. Investigations conducted so far reveal a prima facie evasion of Rs. 11.38 crores. The total evasion involved is not likely to exceed Rs. 15 crores.

In order to prevent such'evasion, steps were taken in the Budget of 1995-96 to amend the duty structure of 'waste' of Ployestcr Staple Fibre and all other man-made fibres by placing them under a common sub-head. A minimum excise duty of Rs. lOAper kg. was also prescribed for all such 'waste'. A further change was made to the effect that the expression 'staple fibre' shall include 'waste' of synthetic staple fibre or filament, so that yarn manufacturer, even by use of waste fibres, pays duty.

Policy regarding reforming of Insurance Sector and Pension Funds

361. SHRI ANANTA SETHI: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that Government have decided to reform the insurance sector and tap the pension funds to finance infrastructure projects; and

(b) if so, the details regarding the policy of Government in this regard?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) and (b) The Common Minimum Programme (CMP) of the Government lays down that:

"There is a strong link between infrastructure development and financial sector reforms. Infrastrcture needs long term finances. The United Front Government will carry out further reforms of the financial sector so that the flow of both domestic and foreign funds to the infrasturcture sector is enhanced substantially. There is room for public sector companies and private sector companies to co-exist and compete in the financial sector. We have gained considerable experience in the working of the banking sector. The said experience will be applied to the restructuring of the insurance industry, but at the same time, public sector companies like LIC, GIC etc. will be strengthened."